

# COUNTY OF YORK

## MEMORANDUM

**DATE:** July 1, 2005 (BOS Mtg. 7/19/05)

**TO:** York County Board of Supervisors

**FROM:** James O. McReynolds, County Administrator

**SUBJECT:** Application Nos. ZM-95-05 and UP-672-05, Marcotte, Inc.

### ISSUE

These applications are two components of a single development proposal and therefore are being described in a single memorandum. However, separate action will be required for each.

**Application No. ZM-05-05** is a request to amend the York County Zoning Map by reclassifying 1.89 acres from GB (General Business) and R13 (High Density Single-Family Residential) to GB (General Business) subject to voluntarily proffered conditions. The property is located at 1939 George Washington Memorial Highway (Route 17), approximately 350 feet north its intersection with Production Drive (Route 799) and is further identified as Assessor's Parcel Nos. 36B-3-4a, 37-8c, and 37-8b. The applicant has proffered architectural and landscaping renderings. The property is designated for General Business in the Comprehensive Plan.

**Application No. UP-672-05** is a request for a Special Use Permit, pursuant to Section 24.1-306 (Category 12, Nos. 3 & 5) of the York County Zoning Ordinance, to authorize the establishment of an auto repair garage and auto sales without auto body work and painting on 1.89 acres of land located at 1939 George Washington Memorial Highway (Route 17), approximately 350 feet north its intersection with Production Drive (Route 799). The properties, further identified as Assessor's Parcel Nos. 36B-3-4a, 37-8c, and 37-8b, are zoned GB (General Business) and R13 (High Density Single-Family Residential) and are designated for General Business development in the Comprehensive Plan.

### DESCRIPTION

- Property Owner: Robert E. Owens (contract purchaser Charles F. Marcotte, Jr.)
- Location: 1939 George Washington Memorial Highway (Route 17)
- Area: 1.89 acres
- Frontage: 266.5' along George Washington Memorial Highway (Route 17)
- Utilities: Public water and sewer
- Topography: Flat

- 2015 Land Use Map Designation: General Business
- Zoning Classification: GB – General Business and R13 (High Density Single-Family Residential)
- Existing Development: Former tractor and light construction equipment sales, service, and repair
- Surrounding Development:
  - North: Nonconforming single-family dwelling and Southern Plumbing and Heating at the intersection of George Washington Memorial Highway (Route 17) and Shamrock Avenue (Route 754).
  - East: Undeveloped parcel across Route 17.
  - South: Dominion Flooring at the intersection of Route 17 and Production Drive (Route 799) and along Production Drive several small businesses.
  - West: Single-family dwelling
- Proposed Development: General automotive repair and used car sales without auto body work and painting

### **CONSIDERATIONS/CONCLUSIONS**

1. The applicant is requesting to rezone the three parcels along George Washington Memorial Highway (Route 17) from General Business and R13 (High Density Single-Family Residential) to General Business conditional which will enable the applicant to then request a Special Use Permit to authorize an auto repair garage and an automobile sales establishment without body work and painting. The applicant has been operating the same business at 1808 George Washington Memorial Highway since 2001, just 500 feet to the south and across Route 17 from the request.
2. The Comprehensive Plan designates these parcels as General Business. These areas are intended “to provide opportunities for...commercial uses oriented primarily toward supplying goods or services for a community or regional market. The scope of commercial activities...would include uses that need access to arterial highways and outdoor display or storage of goods or materials.” The Plan also states that, “high intensity activity levels...dictate that it be located with a full understanding of the potential impacts on adjacent residential and commercial development and traffic and circulation patterns.”
3. The applicant has proffered that the development of the property will comply with a sketch and landscape plan and an architectural rendering, all of which were submitted with the application. The plans feature increased front yard landscaping, a privacy fence, and paved parking areas. The architectural proffer calls for colonial brick and/or “hardi-plank” siding to be used on the façade. Additionally, the applicant has proffered to close the southernmost entrance from George Washington Memorial Highway (Route 17).

4. Route 17 is a primarily commercial corridor with most of the abutting land, including the subject parcel designated in the Comprehensive Plan as General Business. Accordingly, the property is zoned GB - General Business. All along Route 17 the General Business parcels abut residential areas and the nearest residential structures to the subject parcel are single-family detached homes in the York Manor subdivision directly abutting the eastern boundary of the area.
5. In March 2004, the Board adopted a series of Zoning Ordinance amendments pertaining to car dealerships, gas stations, and car washes. These amendments grew out of a concern raised by the Route 17 Revitalization Committee about the adverse effects of auto-related uses on the aesthetic quality of the County's major corridors, particularly Route 17, and a belief that some GB-zoned areas simply are not suitable for auto-related uses under any conditions. The premise behind the Special Use Permit process was that auto-related uses needed the site-specific, case-by-case review afforded by the Special Use Permit process due to several characteristics such as: appropriateness of the sites, traffic impacts, light/glare/noise, and landscaping/site design.
6. Enterprise Ford and Equipment operated a tractor and light construction equipment sales and repair business at the existing location until the first part of 2005. The building has been empty since their departure and the applicant is requesting a Special Use Permit to operate an automotive repair garage and used car sales lot without auto body work and painting. According to York County Real Estate Assessment records, the existing building has a 1,530-square foot showroom and 5,324 square feet of garage/shop area. The applicant's floor plan shows twelve auto repair bays (ten general repair and two quick lube), administrative office space, warehouse space (parts and bulk storage), and a showroom for used vehicles sales.
7. The property currently has two access points from Route 17. The applicant has proffered to close the smaller southernmost entrance and the applicant's sketch plan shows the existing wider northernmost entrance being utilized for access to the site. The Virginia Department of Transportation (VDOT) concurs with the closure of the southernmost entrance, and I have recommended a use permit condition to require that the remaining Route 17 entrance be improved to conform to VDOT standards.
8. The proposed uses – auto repair and use car sales – will generate little traffic on Route 17. The ITE (Institute of Transportation Engineers) *Trip Generation* manual (7<sup>th</sup> edition) contains trip generation figures for automotive care centers and new car dealerships and provide a frame of reference for projecting the amount of traffic that might be generated by the proposed uses. According to the ITE, an automotive care center would generate an average of 15-16 vehicle trips in the AM or PM peak hours, while the car dealership would be expected to generate approximately 41 vehicle trips per day, and only 2-3 in either the AM or PM peak hour. These two uses together are not expected to generate a significant amount of traffic on Route 17 and are well below the thresholds for requiring a traffic impact analysis (1,000 trips per day or 100 peak-hour trips).

9. According to the renderings submitted by the applicant, the building would be renovated to improve its appearance. The applicant proposes to upgrade the front of the building with either a colonial brick or “hardi-plank” siding treatment (or a mix of the two styles) and also a roof extension. The Dominion Flooring building to the south serves as excellent example of the type of property improvements recommended by the Route 17 Revitalization Committee and the applicant appears committed to following that example with this property. Additionally, the applicant has proposed to install a privacy fence to screen views of the rear storage area from Route 17 and adjoining properties. As part of the site plan review process, the applicant will need to finalize his plans for the building façade and submit a final building rendering that documents compliance with the terms of the new Route 17 Corridor Overlay District (adopted by the Board of Supervisors on May 17<sup>th</sup>) with respect to materials, colors, and façade treatments.
10. As shown on the landscape plan, the applicant is proposing to install plantings to achieve an additional 100 Landscape Credit Units in the front landscape yard. This new landscaping will complement the façade improvements and help to buffer views of will partially screen views of the parking lot. The conceptual landscape plan does not adequately address the side yard, rear yard, and transitional buffer requirements and staff recommends conditions to fulfill these landscaping needs.

#### **PLANNING COMMISSION RECOMMENDATION**

The Planning Commission considered this application at its regular meeting on June 8, 2005 and, subsequent to conducting a public hearing at which only the applicant spoke, voted 7:0 to recommend approval.

#### **COUNTY ADMINISTRATOR RECOMMENDATION**

The proposed project, as depicted on the plans and architectural renderings submitted by the applicant, is consistent with the Comprehensive Plan’s vision for the Route 17 corridor. Unlike the used car dealership application denied by the Board in June, this site is not along the gateway into Yorktown and is not identified in the Comprehensive Plan as an area with the potential to serve as a mixed use “Village Center”. Adjacent parcels are fully developed and the area has a much stronger automobile service orientation than in the case of the Route 17/Route 105 intersection. Additionally, the building and site appear, in staff’s opinion, to be well suited for the re-use proposed by the applicant. Lastly, the investments that the applicant proposes to make in the property, as documented in his proffer statement, are precisely the types of improvements that the Route 17 Revitalization Committee hoped would be stimulated by the comprehensive corridor improvement program. Therefore, based on the considerations and conclusions as noted, I recommend that this application be approved through the adoption of proposed Ordinance No. 05-20 and Resolution No. R05-128.

Attachments

- Excerpt from Planning Commission minutes, June 8, 2005
- Zoning map
- Applicant narrative
- Proffer letter
- Survey plat, with metes and bounds (3)
- Sketch plan
- Landscape plan
- Architectural renderings (2)
- Floor plan
- Proposed Ordinance No. O05-21 and proposed Resolution No. R05-128